Proposed Traffic Calming Concepts

- N. 13th St. & Bella St.
  - Bulb-out installed on north side of intersection
- N. 13th St. & Hazel St.
  - Bulb-out installed on north side of intersection
- N. 13th St. & Heron St.
  - Bulb-out installed on north and south sides of intersection (bulb-out already installed on south side)
- N. 13th St. & Alturas St.
  - Bulb-out installed on south side of intersection (bulb-out already installed on north side)
- N. 13th St. & Resseguie St.
  - Bulb-out installed on south side of intersection with potential RRFB for enhanced school pedestrian crossing

How will parking be impacted by installing bulb-outs?
- One parking spot on each side of 13th Street will be removed for each bulb-out installation.
- This will allow the pedestrians at the intersection to be more visible to vehicles approaching on 13th Street.
- It will also improve the sight distance for vehicles at the cross streets.

Rectangular Rapid Flash Beacon (RRFB)
- Adds curb, gutter, and sidewalk on north side of street
- Narrows southeastbound lane

Location of radar speed limit sign to be determined

One parking spot on each side of 13th Street will be removed for each bulb-out installation. This will allow the pedestrians at the intersection to be more visible to vehicles approaching on 13th Street. It will also improve the sight distance for vehicles at the cross streets.
What is a Bulb-out?

Bulb-outs are an extension of the curb or the sidewalk into the street, usually at an intersection, that narrows the road, inhibits fast turns, and shortens the crossing distance for pedestrians.

Illustration of bulb-outs from National Association of City Transportation Officials. (NACTO.org)

Benefits of Bulb-outs

- Slow and calm traffic
- Provide space to install ADA compliant pedestrian ramps on existing sidewalks where they are otherwise too narrow
- Provide additional visibility and protection for pedestrians when crossing the street
- Reduce the exposure of pedestrians to vehicular traffic

Ideas Considered But Not Moved Forward

Speed Bumps

Not effective unless installed at regular intervals along the street at 300 foot spacing. This is not practical for 13th Street’s character or usage.

Traffic Signals

The traffic volumes on 13th Street do not require traffic signal control. Traffic signals would disrupt the flow of traffic on 13th Street and may divert traffic to parallel streets.

Stop Signs on 13th Street Approaches to Intersections

The traffic volumes do not require stop signs on the 13th Street approaches. They would disrupt the flow of traffic on 13th Street and may divert traffic to parallel streets.

Make 13th Street One-way

This option could potentially increase speeds because two lanes of traffic will be traveling in the same direction. An adjacent parallel street would need to be converted to one way to serve traffic headed the other direction. It is possible this configuration would divert traffic to adjacent streets.

Closing 13th Street to Motor Vehicles

Closing 13th is not a viable option for a number of reasons including that it would limit access to existing businesses, homes and Camel’s Back Park. It would also divert traffic to adjacent parallel streets causing congestion.

13th Street Traffic Calming Study

- All displays and handouts will be posted to bit.ly/achd13th for review and comment
- Comments will be accepted through June 5, 2018